

PROCEEDINGS

OF THE

STOCKHOLDERS

OF THE

RALEIGH & GASTON RAILROAD CO.,

AT THEIR

FORTY-THIRD ANNUAL MEETING,

HELD AT

RALEIGH, NOVEMBER 9 AND DECEMBER 6 AND 20, 1893.

ALSO ANNUAL REPORTS OF

PRESIDENT, VICE-PRESIDENT AND GENERAL
MANAGER, AND TREASURER.

RALEIGH:

E. M. UZZELL, STEAM PRINTER AND BINDER.

1893.

DIRECTORS.

LOUIS McLANE,	. . . .	BALTIMORE, MD.
W. W. CHAMBERLAINE,	. . . .	NORFOLK, VA.
WM. J. HAWKINS,	. . . .	RALEIGH, N. C.
JOS. B. BATCHELOR,	. . . .	RALEIGH, N. C.
R. S. TUCKER,	. . . .	RALEIGH, N. C.
W. C. STRONACH,	. . . .	RALEIGH, N. C.

OFFICERS.

R. C. HOFFMAN, President, Baltimore, Md.
JNO. C. WINDER, Vice-Pres't and Gen'l Manager, Portsmouth, Va.
L. T. MYERS, General Superintendent, Portsmouth, Va.
T. W. WHISNANT, Superintendent, Portsmouth, Va.
JNO. H. SHARP, Treasurer, Portsmouth, Va.
W. W. VASS, Secretary, Raleigh, N. C.
J. B. MARTIN, General Auditor, Portsmouth, Va.
W. A. WALTON, Auditor of Disbursements, Portsmouth, Va.
JNO. M. SHERWOOD, Auditor of Receipts, Portsmouth, Va.

ANNUAL MEETING OF STOCKHOLDERS.

The Forty-third Annual Meeting of the Stockholders of the Raleigh & Gaston Railroad Company convened at the office of the Company in Raleigh, pursuant to notice, on the 9th of November, 1893, at 11:30 o'clock A. M.

The meeting was called to order by Mr. R. C. HOFFMAN, President of the Company, on whose motion Mr. ENOCH PRATT, of Baltimore, was unanimously called to the chair, and W. W. VASS appointed Secretary.

Mr. A. M. MCPHEETERS, on the part of the Standing Committee on Stock and Proxies, made the following report, which was adopted :

Capital stock of the Company, 15,000 shares.

Shares represented in person,	2,077
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Shares represented by proxy,	7,422
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Total shares represented in meeting,	9,499
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The Chairman announced that a majority of the stock was represented, and that the meeting was ready for business.

Mr. R. C. HOFFMAN, President, submitted and read the annual report of the President and Board of Directors, which, on motion of Mr. JOHN W. SCOTT, was received and adopted, and, with accompanying statements and documents, was placed on file.

By Mr. R. S. TUCKER :

Ordered, That the following resolutions, passed at the special meeting of the Board of Directors on 23d February last, soon after the lamented death of the late President of

this Company, be spread upon the minutes of these proceedings :

Resolved, That the Board of Directors of the Raleigh & Gaston and Raleigh & Augusta Air Line Railroad Companies have heard with profound regret of the death of JOHN M. ROBINSON, for many years its President, which sad event occurred at his residence in the city of Baltimore on the 14th instant. In the early morning of that day the record of a busy and useful life was closed. The long and distinguished services of Mr. ROBINSON, his untiring zeal and great ability, which finds its best evidence in the Seaboard Air Line System of railroads—of which this Company is a part—extending from Portsmouth, Va., to Atlanta, Ga., renders it proper that the Board should place on record an acknowledgment of his services, and the expression of its high appreciation of his eminent abilities. We lament his death as not only involving official loss, but it comes to each one of us as a personal sorrow.

On motion of Mr. LOUIS McLANE, the following resolution was adopted :

Resolved, That the action of the Board of Directors in adopting the plan of organization and making this Company a part of the Seaboard Air Line be and the same is hereby ratified, approved and confirmed.

On motion of Mr. R. S. TUCKER, the following was adopted :

Be it resolved, That the action of the Board of Directors in separating the offices of Secretary and Treasurer be and the same is hereby approved, ratified and confirmed; and that the resolution of the Board defining the duties of said officers respectively be also confirmed and approved.

The following was presented and adopted :

Be it resolved, That the Treasurer of this Company be and he is hereby made the custodian of the corporate seal of this Company, with authority to affix and attach the same to all certificates of stock and other contracts and papers requiring such corporate seal.

Resolved 2d, That any by-law of this Company in conflict with the foregoing resolution is hereby repealed.

On motion of Mr. R. S. TUCKER, seconded by Mr. JOHN W. SCOTT, the Stockholders proceeded to ballot for a President for the next ensuing year—the Secretary acting as

teller—resulting in the unanimous election of R. C. HOFFMAN, Esq., of Baltimore.

On motion of Mr. JOHN W. SCOTT, the meeting went into the election of six Directors, the Secretary being appointed teller, who reported subsequently the due election of—

LOUIS McLANE, having received . . .	9,499 votes.
W. W. CHAMBERLAINE, having received . .	9,499 “
DR. W. J. HAWKINS, having received . .	9,499 “
R. S. TUCKER, having received . . .	9,499 “
JOS. B. BATCHELOR, having received . .	9,499 “
W. C. STRONACH, having received . . .	9,499 “

On motion of Mr. R. S. TUCKER, Messrs. W. W. VASS and A. M. MCPHEETERS were re-appointed Committee on Stock and Proxies.

On motion of Mr. R. C. HOFFMAN, President, the meeting adjourned to Wednesday, the 6th of December, 1893, at 11 o'clock A. M.

RALEIGH, December 6, 1893.

Pursuant to adjournment on the 6th instant, the Stockholders met to-day at the office of the Company at 11 o'clock A. M.

The Chairman, ENOCH PRATT, Esq., being absent, on motion of Mr. W. C. STRONACH, Dr. W. J. HAWKINS was chosen Chairman, and called the meeting to order.

On motion of Mr. R. S. TUCKER, seconded by J. B. BATCHELOR, Esq., the following was adopted :

Resolved, That this meeting do now adjourn to meet on Wednesday, the 20th instant, at 11 o'clock A. M., at the office of the Company in Raleigh, N. C.

Whereupon the Chairman declared the meeting duly adjourned to the 20th instant.

RALEIGH, December 20, 1893.

The Stockholders of the Company convened to-day, pursuant to adjournment, at the office of the Company in Raleigh, at 11 o'clock A. M.

The Chairman, Dr. W. J. HAWKINS, resumed the chair and called the meeting to order.

Mr. R. C. HOFFMAN, President of the Company, offered the following resolution, which was unanimously adopted:

Resolved, That the Board of Directors of this Company be and they are hereby authorized and empowered, upon such terms and conditions as they may consider expedient, to contract in the name and on behalf of this Company, in its own right, and also as lessee of the Georgia, Carolina & Northern Railway Company, either alone or jointly and severally with another company, or other companies, for the use, maintenance, operation and equipment of the railroad, terminals and property of the Seaboard Air Line Belt Railroad Company; and in the name and on behalf of this Company, either alone or jointly and severally with another company or other companies, to guarantee and covenant for the punctual payment of the principal and interest, over and above and clear of all taxes, levied or that may be levied, by, or under the authority of, the State of Georgia, or of the United States of America, of every one and all the bonds secured by the indenture from the Seaboard Air Line Belt Railroad Company to the Mercantile Trust and Deposit Company of Baltimore, Trustee, dated April 1st, 1893, and duly recorded.

On motion of Mr. R. S. TUCKER, the meeting adjourned
sine die.

W. J. HAWKINS,

W. W. VASS,

Chairman.

Secretary.

PRESIDENT'S REPORT.

OFFICE OF THE RALEIGH & GASTON RAILROAD CO.,

RALEIGH, N. C., November 9, 1893.

To the Stockholders of the Raleigh & Gaston Railroad Co.:

The Board of Directors submit the following report for the year ending with June 30, 1893:

The Company's receipts have been:

From Passengers,	\$ 88,868 56
“ Mail,	11,403 45
“ Express,	6,623 63
“ Baggage,	790 12
“ Car Mileage,	43,956 12
“ Freight,	313,491 17
“ Telegraph,	613 25
“ Louisburg Railroad,	9,016 48
“ Rents,	440 00
“ Other sources,	268 78

Making gross receipts from transportation,	\$475,674 67
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Operating expenses, including taxes, have been	327,764 96
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Leaving	\$147,909 71
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In addition, the Company has also received:

From Rents,	\$ 2,011 71
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“ Interest on Investments, and Accounts and	
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Bills Receivable,	77,196 93
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“ Premium on bonds sold, 2,060 00	81,268 64
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Making a total revenue of	\$229,178 35
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There has been paid,

Interest on Funded Debt, . \$ 80,000 00

Loss in operating G., C. &

N. Railway, . . . 137,207 75

Loss in Company's Store, . 860 81

Dividends, . . . 30,000 00 248,068 56

Leaving a deficit of \$ 18,890 21

There has been spent in permanent improvements and additions to property the sum of \$6,520.81.

The Seaboard Air Line Belt Railroad, connecting the Georgia, Carolina & Northern Railway with the Western & Atlantic Railroad at "Wanda" Junction, has been built, and in operation since November 23, 1892, giving the Georgia, Carolina & Northern Railway a connection, through the Western & Atlantic Railroad, with all roads at Atlanta, and enabling us to do a through business, both passenger and freight. We have also secured property in Atlanta for our freight depot, which is located most advantageously in a central position, and have arranged with the Western & Atlantic Railroad to use their tracks to reach it, we giving the use of one-half the depot, when built, for the use of their tracks.

The past year has been one of great depression in the entire country, and this Company has not been exempt from its effects, but the cotton crop on the line is reported better than it has been for the last two years, and we might hope for a better business were it not for the strained condition of the finances of the country and the continual decrease in rates of freight and increase of taxation.

On May 7, 1893, the Seaboard Air Line, in conjunction with the Atlantic Coast Line, the Richmond, Fredericksburg & Potomac Railroad, and the Pennsylvania Railroad, have put on a fast Vestibule Express train, called the "Atlanta Special," running from Washington, D. C., *via* Richmond

and Weldon, to Atlanta, Georgia, in twenty and one-half hours. This train is one of the most attractive in the South, and is composed of Pullman Vestibule Sleeping and Thoroghsfare Cars, built by the Pullman Palace Car Company.

The several companies of the Seaboard Air Line have entered into an agreement with each other, by resolution of their respective Boards of Directors, to form a line to be known as the "Seaboard Air Line," and, in order to reduce expenses, to consolidate the working into a system under an organization which has been approved by the respective Boards of Directors, and is herewith submitted. By this consolidation of work a large saving will be made.

It becomes the painful duty of the Board to report to the stockholders the death of our late President, Mr. John M. Robinson, who departed this life February 14, 1893. The following resolution was passed by the Directors of this Company, which will express their sorrow at his loss:

The Board of Directors of the Raleigh & Gaston Railroad Company have heard with profound regret of the death of John M. Robinson, for many years its President, which sad event occurred at his residence in the city of Baltimore on the 14th inst. In the early morning of that day the record of a busy and useful life was closed. The long and distinguished services of Mr. Robinson, his untiring zeal and great ability, which finds its best evidence in the Seaboard Air Line System of railroads, of which this Company is a part, extending from Portsmouth, Va., to the city of Atlanta, Ga., renders it proper that this Board should place on record an acknowledgment of his services and the expression of its high appreciation of his eminent abilities. We lament his death as not only involving official loss, but it comes to each one of us as a personal sorrow.

The reports of the Vice-President and General Manager, and the Treasurer's statements, together with the statement of the Treasurer of the Georgia, Carolina & Northern Railway Company, Lessees, are submitted with this report, and furnish all information in detail.

This report is respectfully submitted by order of the Board.

R. C. HOFFMAN,

President.

VICE-PRESIDENT AND GENERAL MANAGER'S REPORT.

RALEIGH & GASTON RAILROAD COMPANY,
OFFICE OF GENERAL MANAGER,
NORFOLK, VA., September 4, 1893.

R. C. HOFFMAN, Esq., *President,*
Baltimore, Md.

SIR:—I have the honor to submit the following report of the operations of this road for the fiscal year ending June 30, 1893 :

RECEIPTS:

From Freights,	\$313,491	17	
“ Passengers,	88,868	56	
“ U. S. Mail,	11,403	56	
“ Express,	6,623	63	
“ Ex. Baggage and Storage,	990	12	
“ Car Mileage,	43,956	12	
“ Telegraph,	613	25	
“ Rents,	440	00	
“ Louisburg Railroad,	9,019	48	
“ Other Sources,	268	78	
			<u>\$475,674 67</u>

EXPENSES:

Maint. Way and Structures,	\$ 47,098	39	
Maintenance of Equipment,	82,704	95	
Conducting Transportation,	128,611	44	
Taxes,	1,153	94	
General Expenses,	68,196	24	
			<u>\$327,764 96</u>

Leaving a balance of \$147,909 71

PERMANENT IMPROVEMENTS.

New Buildings,	\$ 293 80
New Coal Chute, Raleigh,	398 24
New Passenger Station, Raleigh,	4,844 37
Cotton Platform,	790 67
Telegraph Office, Weldon,	163 52
New Machinery,	30 21
	<hr/>
	\$6,520 81

While there has been a slight gain in receipts the expenses have increased, the principal increase being due to the unusually heavy repairs to locomotives and cars, and the increased insurance and legal expenses, together with the large outlay rendered necessary by the employment of solicitors throughout the country.

During the year a considerable amount of ballasting has been done, and all the road has now been ballasted with rock or gravel, except about six miles. There has not been as much ditching done as we had hoped, having to take off the ditching train to reduce expenses as much as possible, owing to the dullness of the times. We hope to resume the train before winter, as there are places which must be ditched before the winter season. The same applies to the Louisburg branch.

The short trestles at the end of the bridge at Jeffrey's Break have been thoroughly overhauled. Two culverts, one near Kittrell and one near Vaughan, need repairs, which will be made as soon as possible.

The track in the main is in good condition. There have been 46,123 cross-ties put in during the year. We have on hand for future use 21,982.

There have been two new pump-houses built, one at Warren Plains and one at Littleton, and several tanks raised to suit the height of the new engines.

At Ridgeway the waiting-room for passengers has been made more comfortable, at a slight cost. The other buildings, both passenger and freight, have been kept in repair. At Raleigh a small transfer shed was erected, to enable the transfer of freight, and thus reduce the number of cars in trains for points South. A cotton platform was erected in the northern part of the Raleigh yard for through cotton, the Raleigh platform at the Compress being too small. At Weldon there has been constructed a two-story house for telegraph office, the joint property of the Raleigh & Gaston and Seaboard & Roanoke Railroad Companies.

The passenger station at Raleigh was completed and occupied August 21, 1892. This station is the property of the Raleigh & Gaston, Raleigh & Augusta, North Carolina and Richmond & Danville Railroads, and is one of the most creditable stations I have seen South.

TONNAGE.

Whole tons of freight originating on this road carried during the year, 47,138 tons; received from other roads, 231,877; total, 279,015.

MACHINE DEPARTMENT.

There have been eleven engines repaired belonging to this Company, three belonging to the Seaboard Air Line equipment, and one for the Durham & Northern Railway. Besides the ordinary repairs of engines unusual repairs were made necessary owing to the fact that this road had to supply engines for other roads in the System, which required those in service to do double work.

There was added to the machinery in the shops one 84-inch lathe, at a cost of \$4,144. There have been turned out of the shops 410 axles, 90 of which went to the Carolina Central Railroad. There were 755,621 pounds of castings

made; 232,253 pounds were sent to the Georgia, Carolina & Northern Railway, 102,341 pounds to the Carolina Central Railroad, 3,964 to the Durham & Northern Railway, 2,662 pounds to the North Carolina Car Company, and 114 pounds to the Egypt Railway. There were also made 22,687 pounds of brass castings.

The Superintendent recommends the purchase of a stationary engine for the carpenter shop. The engine now in use is old, and requires constant attention, and is liable to give out at any time. The boiler is new, having been purchased a year ago.

We have rebuilt one passenger car, one flat car and eight box cars on account of this road, and three box cars for the Durham & Northern Railway, and equipped them with Janney couplers; equipped fourteen Raleigh & Gaston passenger cars with quick-acting air brakes. Have repaired five coaches, one express car, two baggage cars, one hundred and thirty box cars, one hundred and sixty-seven flat cars, three caboose cars, and one stock car for this road. For the Raleigh & Augusta Railroad, one shanty car, sixteen box cars and eleven flat cars; one hundred and twenty-six foreign box cars have been repaired in our shops, and have raised to standard height draw-heads on thirteen Raleigh & Gaston box cars and three flat cars. You will remember that under existing laws we are required to have all of our freight and passenger cars to the standard height, and by July 1st, 1895, must have all freight cars equipped with automatic car couplers and air brakes.

There were used during the year 1,583 cords of wood and 9,512 tons of coal. It is very important that coal chutes be built as soon as possible, as I am sure it will be a great saving in coal and labor.

The following casualties occurred during the year:

November 8, 1892, Abram Palmer had his thigh broken while shifting cars in Raleigh yard.

December 20, 1892, Wm. Oatney had leg broken falling into the turn-table pit at Raleigh.

March 1st, 1893, John Conway had his arm broken while coupling cars.

I cannot close this report without referring to the extraordinary depression in all business that affects transportation companies; and I regret to say that we will commence a new year with a condition of affairs of the country such as I have not seen in years, if ever before. While the outlook for crops on the line of the road is good, yet it is a question if the people will be able, for want of means, to gather all they have made. Respectfully submitted,

JOHN C. WINDER,

Vice-President and General Manager.

EQUIPMENT.

32 Locomotives—4 condemned. (See list).

1 Officer's Car (D) and one-quarter interest in cars A, B and C.

17 Coaches. One destroyed by fire this year.

3 Combination Sleeper and Thoroughfare Cars.

1 Combination Second-class Passenger and Baggage Car.

4 Express Cars. Since last report two Baggage Cars were converted into Express Cars.

2 Mail Cars.

12 Caboose Cars. One destroyed by fire since last report.

289 Box Cars. Since last report four were destroyed by fire and four were condemned.

396 Flat Cars. Four new ones have been added this year.

20 Shanty Cars.

3 Stock Cars.

2 Tool Cars.

1 Telegraph Car.

LIST OF ENGINES OWNED BY THE RALEIGH & GASTON
RAILROAD.

Number.	Cylinders.	Weight in Tons.	When Built.
226	14 x 24	35	1885
205	15 x 24	40	1872
207	15 x 24	40	1867
210	15 x 24	40	1872
200	16 x 24	50	1873
202	16 x 24	50	1879
206	16 x 24	50	1883
212	16 x 24	50	1879
213	16 x 24	50	1879
214	16 x 24	50	1881
215	16 x 24	50	1881
216	16 x 24	50	1883
217	16 x 24	50	1883
219	16 x 24	50	1884
220	16 x 24	50	1885
221	16 x 24	50	1885
222	16 x 24	50	1888
227	16 x 24	50	1889
232	16 x 24	50	1881
233	16 x 24	50	1884
223	18 x 24	70	1888
224	18 x 24	70	1888
225	18 x 24	70	1888
228	18 x 24	70	1889
229	18 x 24	70	1889
230	18 x 24	70	1889
231	18 x 24	70	1889
234	19 x 24	80	1890
*203	12 x 24	30	1854
*208	14 x 24	35	1869
*211	15 x 24	40	1870
*201	11 x 24	20	1874

* Engines 203, 208, 211 and 201 were condemned by Messrs. Harding, Maglenn and Walker.

INCOME ACCOUNT.

OF THE RALEIGH & GASTON RAILROAD COMPANY FOR THE FISCAL YEAR
ENDING JUNE 30, 1893.

Gross Earnings from Operation -----	\$475,674 67	
Less Operating Expenses -----	326,611 02	
Income from Operation -----		\$149,063 65
Dividend on Stock owned-----	7,216 00	
Outside Rents-----	2,011 71	
Interest received -----	69,980 93	
Premiums on Bonds sold -----	2,060 00	81,268 64
Total Income -----		\$230,332 29
Deductions from Income—		
Interest on Funded Debt -----	\$ 80,000 00	
Taxes -----	1,153 94	
Loss in operating G., C. & N. Railway -----	137,207 75	
Loss in Company's Store (1893) -----	860 81	219,222 50
Net Income-----		\$ 11,109 79
Dividend 2 per cent. Common Stock-----		30,000 00
Deficit for year ending June 30, 1893 -----		\$ 18,890 21

STATEMENT

OF RECEIPTS AND DISBURSEMENTS OF THE RALEIGH & GASTON RAILROAD COMPANY FOR THE FISCAL
YEAR ENDING JUNE 30, 1893.

TREASURER'S REPORT.

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DISBURSEMENTS.		RECEIPTS.	
Cost of Road and Property—		Cash—	
Construction increased—	\$ 6,520 81	June 30, 1892	\$ 306,571 07
Compress at Hamlet, half interest	10,148 48	Earnings from Operation—	
Cost of Operation—		Total Passenger Revenue	\$ 88,868 56
Operating Expenses	326,611 02	Mail	11,403 56
Profit and Loss—		Express	6,623 63
Interest on Funded Debt	\$80,000 00	Extra Baggage and Storage	990 12
Taxes	1,153 94	Other Items	268 78
Loss in Operating Georgia, Carolina & Northern Railway	137,207 75	Total Passenger Earnings	\$108,154 65
Loss in Company's Store (1893)	860 81	Total Freight Revenue	313,491 17
Dividend on Stock	30,000 00	Total Pass. and Frt. Earnings	421,645 82
Loss in Store, 1885 to 1892, inclusive—	249,222 50	Other Earnings from Operation—	
Bills Receivable—	12,767 60	Car Mileage	43,956 12
Increased		Telegraph Company	613 25
Debts due by Company—	424,909 64	Rentals	440 00
Increased	28,260 63	Louisburg Railroad	9,019 48
Cash—		Total other Earnings	54,028 85
June 30, 1893	6,367 53	Other Income—	
		Dividend on Stock owned	7,216 00
		Rents	2,011 71
		Interest received	69,980 93
		Premium on Bonds sold	2,060 00
		Stores—	81,268 64
		Decreased	20,293 83
		Investments, Decreased—	
		Bonds sold (R. & A. A. L. R. R.),	206,000 00
		Less Stock Purchased (S. A. I. B.),	25,000 00
			181,000 00
			\$1,064,808 21

STATEMENT OF THE FINANCIAL CONDITION

OF THE RALEIGH & GASTON RAILROAD COMPANY ON JUNE 30, 1893.

Cost of Road and Property—			
Construction	\$1,571,845 69		
Equipment	95,437 65		
		\$1,667,283 34	
Investments—			
Stocks, Bonds, etc.	\$1,139,766 08		
Cost of Louisville Railroad	21,266 57		
Cost one-eighth Compress at Charlotte	4,529 86		
Cost one-half Compress at Raleigh	15,000 00		
Cost one-half Compress at Hamlet	29,898 48		
		\$1,210,460 99	
Bills Receivable—			
Sundries		842,434 37	
Supplies on Hand—			
Stores		25,959 67	
Other Assets—			
Interest Car Trust, S. A. L., 'A and B'		47,040 47	
Debts due to Company—			
Sundries in open account		313,934 46	
Cash—			
In Banks June 30, 1893		6,367 53	
		<u>\$4,113,480 73</u>	
Capital Stock—			
Common			\$1,500,000 00
Bonds of Company—			
First Mortgage			1,000,000 00
Debts due by Company—			
Sundries in open account			25,876 86
Profit and Loss—			
On June 30, 1892		\$1,619,261 68	
Loss in Company's Store from 1885 to 1892, inclusive		12,767 60	
		<u>\$1,606,494 08</u>	
Profit and Loss, June 30, 1892--			
Deficit for year ending June 30, 1893		18,890 21	
			<u>\$1,587,603 87</u>

\$4,113,480 73

OPERATING EXPENSES

OF THE RALEIGH & GASTON RAILROAD COMPANY FOR THE FISCAL
YEAR ENDING JUNE 30, 1893.

Maintenance of Way and Structures—

Repairs of Roadway-----	\$29,643	57
Renewal of Ties-----	10,653	55
Repairs of Bridges, etc.-----	488	93
Repairs of Fences, etc.-----	41	49
Repairs of Buildings-----	5,361	13
Repairs of Telegraph-----	661	16
Other Expenses-----	248	56
	<u>\$</u>	<u>47,098 39</u>

Maintenance of Equipment—

Repairs and Renewals of Locomotives-----	\$32,227	33
Repairs of Passenger Cars-----	13,620	50
Repairs of Freight Cars-----	25,009	08
Shop Machinery and Tools-----	5,092	95
Other Expenses-----	6,755	09
	<u>\$</u>	<u>82,704 95</u>

Conducting Transportation—

Wages Enginemen, Firemen, Roundhousemen-----	\$23,592	25
Fuel for Locomotives-----	33,388	83
Water Supply for Locomotives-----	1,323	63
Other Supplies for Locomotives-----	1,637	24
Wages of other Trainmen-----	17,640	85
All other Train Supplies-----	3,539	80
Wages of Switchmen, Flagmen and Watchmen--	3,263	71
Expense of Telegraph, etc.-----	3,941	82
Wages of Station Agents, Clerks and Laborers--	29,765	24
Station Supplies-----	2,389	65
Car Mileage—balance-----	4,576	12
Loss and Damage-----	2,699	09
Injuries to Persons-----	454	60
Other Expenses-----	398	61
	<u>\$</u>	<u>128,611 44</u>

Amount carried forward-----\$258,414 78

OPERATING EXPENSES—*Continued.*

Amount brought forward -----		\$ 258,414 78
General Expenses—		
Salaries of Officers -----	\$ 20,512 64	
Salaries of Clerks -----	7,487 54	
General Office Expenses and Supplies -----	2,015 65	
Agencies, including Salaries and Rents -----	3,957 80	
Advertising -----	785 92	
Insurance -----	11,077 11	
Expenses of Traffic Association -----	5,268 60	
Rentals not otherwise provided for -----	1,862 41	
Legal Expenses -----	8,665 64	
Stationery and Printing -----	4,080 63	
Other General Expenses -----	2,482 30	
		<u>\$ 68,196 24</u>
		\$ 326,611 02

PERMANENT IMPROVEMENTS

OF THE RALEIGH & GASTON RAILROAD COMPANY FOR THE FISCAL
YEAR ENDING JUNE 30, 1893.

New Buildings	\$ 293 80	
Coal Chute, Raleigh	398 24	
New Passenger Depot, Raleigh	4,844 37	
New Cotton Platform, Raleigh	790 67	
Union Telegraph Office, Weldon	163 52	
New Machinery	30 21	
		<hr/>
		\$6,520 81





